

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

SUMMARY OF MEETING MINUTES

MEETING DATE: April 20, 2016, 5:00PM at Antioch Baptist Church North, Atlanta

STUDY TEAM: Sam Samu, GDOT
Kimberly Nesbitt, GDOT
Erick Fry, AECOM
Sean Pharr, AECOM
Jonathan DiGioia, AECOM
Allie Velleca, AECOM
Purvil Patel, AECOM
Mickey O'Brien, AECOM
John Hightower, AECOM
Brian McHugh, AECOM
Carly Queen, AECOM
Scott Younker, AECOM

CAC MEMBERS: Angel Poventud, Adair Park/CSX
Angie Laurie, CAP
Andrew McBurney, MARTA
Monique Forte, MARTA
Kevin Duvall, GWCC
Erik Waldman, GWCC
Troy Galloway, GWCC
Susan Roe, Atlanta Downtown NA
Yolanda Bell, WEND
Carla Whitlock, Castleberry Hill NA
Bob Jones, Bethursday Development & Antioch North
Makeda Johnson, Vine City Civic Assn/Westside TAD Advisory Board
Na'Taki Osborne Jelks, West Atlanta Watershed Alliance (came for materials only)

DISCUSSION: **CAC Meeting #1, Segment 3 for SR 3/ Northside Drive,
GDOT PI 0007557, City of Atlanta, Georgia**

A citizen advisory committee meeting with the above listed participants was held on April 20, 2016 in the event space at Antioch Baptist Church North, 590 North Avenue NW, Atlanta, GA 30318. This meeting was held to validate data collected including crashes, traffic data, public comments, previous planning studies, and environmental resources. The CAC members worked in small breakout groups to identify issues and opportunities along segment one and two of the Northside Drive study area.

AECOM began by welcoming the attendees, followed by GDOT making a statement. All consultants and CAC members identified themselves and what organization they were representing. The PowerPoint was shown, followed by the breakout discussion sequence of questions. During the presentation, a CAC member asked about how the crash data in segment three compared to crash data from the other northern segments. AECOM confirmed there were intersections in the northern segments with higher crash data. A different CAC member also asked if all the intersections with crash data were signalized. AECOM confirmed that not all intersections had stoplights. A CAC member also asked that a LOS 'C' was acceptable for traffic projections, and AECOM confirmed that was correct.

The presentation portion of the meeting was followed by a 45-minute breakout session in which the CAC members discussed needs, opportunities, and community perspectives along Northside Drive in segment 3, as well as for the corridor as a whole. A study team member facilitated the discussion by asking the group a set of questions and making sure each CAC member had a chance to speak. The following CAC member responses and discussion points were recorded during the breakout session.

Note: The following questions differ slightly from those asked in segment 1 & 2.

Question 1: In 30 seconds or less, what is your vision for Northside Drive in 20 years?

- Not a super highway
- Safely & efficiently push traffic out on game days
- Informational/better wayfinding
- Orderly/better understood by drivers/better East-West connectivity
- Connected (East-West)/safe for pedestrians/multimodal
- Smart corridor
- Not a river that separates communities
- Provide connections (traffic/transit)→BRT
- *Summary: Walkable, safe, connected*

Question 2: If you could improve one corridor-wide aspect of Northside Drive, what would it be?

- Improve flow, it is disjointed (Ex: Marietta) – It is like an artery with build-up
- Need element of predictability/order so drivers understand and conflicts are reduced
- Sidewalks connected North to South
- Pedestrian protection – there are blind spots for drivers because of the topography
- Sidewalks are safer on the west side
- Too many parking lots. It is a developable corridor, so how do we get people to stay rather just come in and out of parking lots?
- Lane for BRT
- Transit to connect all of Northside Drive. If we make it good, people will use it.
- Slow traffic down
- Smoother even with big events, coordinated and integrated signals. Police do not help with traffic flow
- Hurry up and wait. The speed limit is 35mph, but people go much faster.

- Additional concerns for speed and sight distances

Question 3: Currently, how do you use this segment of Northside Drive?

- Alternate to connector as a way to get home
- Events. Marta to Vine City
- Dog walking and drive across
- Daily commute and relief valve after events
- Events—best kept secret for event traffic. Reversible lane could be an option to counter flow after events
- Connect from Metropolitan Parkway for commute
- Key for business success of Dome & GWCC
- Commute
- Day-to-day use including worship, economic development and stabilization
- Front door to downtown
- Commuting, shopping, entry & exit to home
- Bus route Cameron→Northside→North Avenue
- Would be easy to increase bus service between Hollowell & North Ave
- Buses needed along Sunset (health center) for residents
- Hard to get from Northside to the rail line

Question 3A (Posed by GDOT): What is your ideal speed limit for Northside Drive?

30mph	30-35mph	35mph	35-40mph	40mph	45mph
5 votes	1 vote	1 vote	1 vote	2 votes	1 vote

Question 4: If you could fix one thing within this segment along Northside Drive, what would it be?

- Traffic calming to accommodate East-West travel/refuge islands for pedestrians
- Smart, synchronized signals
- Pedestrian safety
- Beautification, a signature corridor
- Signage – wayfinding/for pedestrians/“Welcome to Atlanta”
- Green/Enviro parking for less runoff & pedestrian safety along and across Northside
- North Avenue intersection redesigned & pull off lane for buses
- Walkability on the street (no bridges/tunnels), connection to downtown, less cars
- East-West Beltline connection
- Pedestrian bridges, if built, should be open 24 hours to accommodate connectivity across Northside. Abandoned rail corridor is an opportunity for bike/pedestrian connection from Ivan Allen to Beltline
- Also mention new bike trails, connection to new Mims Park, Boone Complete Street, and need multi-use density for BRT to be successful

Question 5: Should features like turn lanes, landscape medians, wider sidewalks, or bike lanes be added to this segment of Northside Drive? If so, where? Adding these features

means making Northside Drive wider, which affects neighborhoods, businesses and the environment along the road.

- Yes, but make sure whatever is done contributes to the community, is pedestrian friendly, keeps safety and security as top priority, and stay cognizant of future development on both sides of Northside
- Yes, but the conversations should continue with the public
- Yes, do it within the means you have now without acquiring additional land
- Weave the east and the west to make it work
- Yes, but we do not need more lanes
- No medians (will not allow for flexible use of the segment), but additional pedestrian protections like crosswalks
- Agrees with statement above, but wants to maintain existing capacity
- A CAC member asked about the width of lanes in this segment versus other segments and roads. It was confirmed that these lanes are not as wide as they could be. Yes, but wider sidewalks similar to Ponce/Decatur feel with bike/pedestrian accommodations on sidewalk/path
- Yes, but don't lose sidewalks, yes to medians and beautification elements
- Yes
- Yes, include pedestrian infrastructure like HAWK signals and increased safety

Additional Comments Received:

None as of 5/12/2016

Action Items:

- a. Distribute meeting minutes/meeting summary
- b. Schedule CAC Meeting #2
- c. GDOT/AECOM→ Collect comments/develop improvements
- d. CAC→Share feedback with community organizations